

TELS ENGLAND THAT HER REJECTION OF REASONABLE PROPOSALS DEMANDS THEIR SUBMISSION TO THE PEOPLE.

Transvaal's Reply to Great Britain's Last Dispatch Regrets the Rejection of Proposals.

President Considers His Franchise Proposition Annulled, and Says It Must Now Go Before Raad and People.

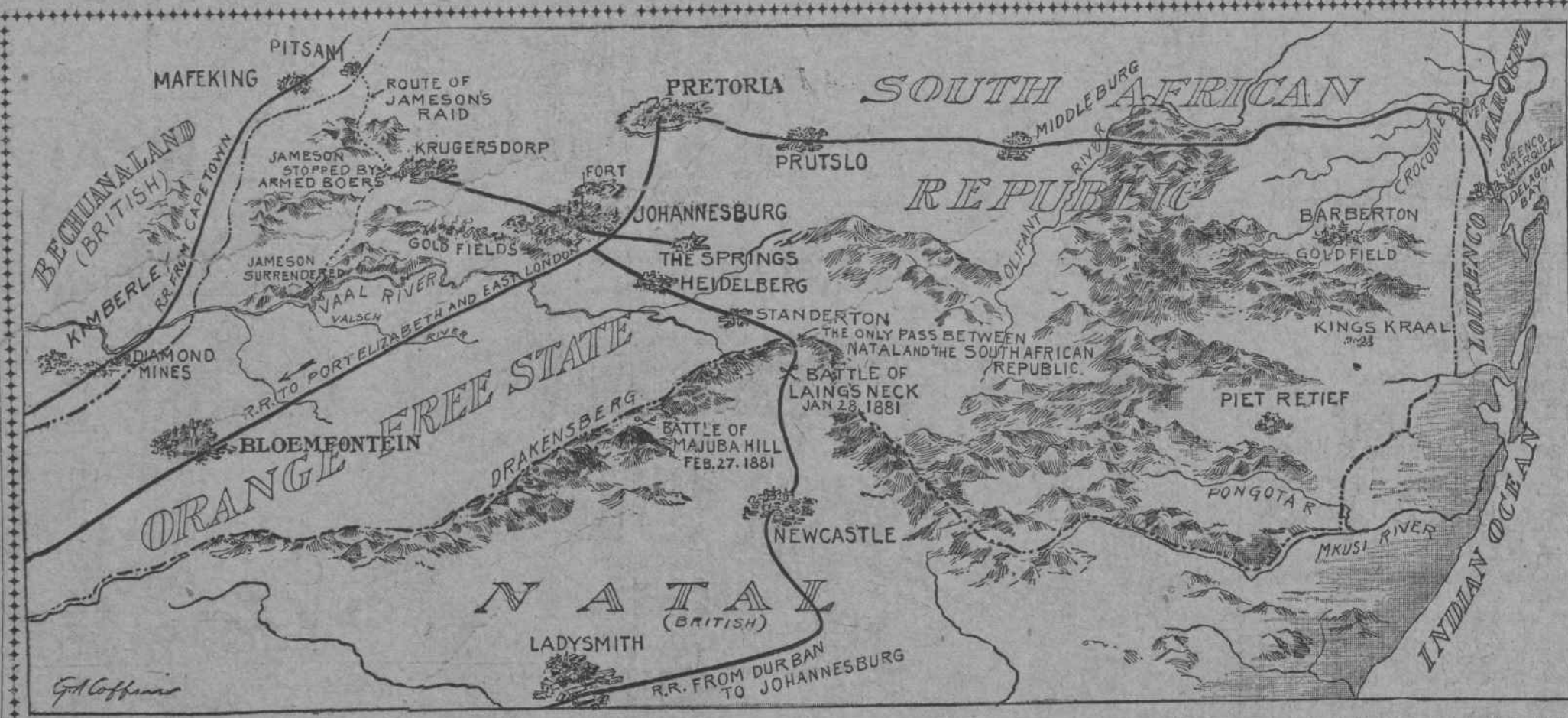
As to a Joint Commission, He Awaits Great Britain's Ulterior Proposition as to Constitution, Time and Place.

LONDON, Sept. 6.—The Transvaal agent in Brussels to-night gave out the following transcript of the principal part of the reply of President Kruger to the dispatch of Great Britain:

"In reply to the last dispatch of the British Government, the Transvaal Government, on Saturday, handed to the British agent in Pretoria a response, of which the following is the purport:

"The Government of the South African Republic regrets that Great Britain is of the opinion that it is unable to accept the proposals made by the Transvaal in the dispatches of August 10 and August 31, by which the term for obtaining the franchise was fixed at five years, and the representation of the Witwatersrand District was increased.

"The Government regrets this the more inasmuch as it considered itself able to deduce from the negotiations previous to its formal proposals that the latter would be accepted by the British Government. In these conditions the Transvaal considers its proposals are annulled and finds it necessary to submit them to the Volksraad and



MAP SHOWING THE SCENE INVOLVED IN THE SOUTH AFRICAN DISPUTE WHICH THREATENS WAR.

the people. It remains of the opinion that its proposals are extremely liberal and more extensive than those presented by the British High Commissioner at Bloemfontein. It is also of the opinion that the conditions attached to these proposals are reasonable.

Upholds Convention of 1884.

"The Transvaal never desired Great Britain to abandon any rights possessed by virtue of the London Convention of 1884 or by virtue of international law. The Transvaal still hopes that these declarations will lead to a good understanding and a solution of the existing difficulties."

"With regard to the question of suzerainty the Transvaal Government refers to the dispatch of April

16, 1898, and considers it unnecessary to repeat that dispatch. The reply then proceeds to say:

"The Transvaal Government has already made known to the British agent its objections to accepting the proposals contained in the British High Commissioner's telegram of August 2, suggesting the appointment of delegates to draw up a report of the last Electoral law voted by the Volksraad. If the one-sided examination referred to in the last British dispatch should show that the existing Electoral law can be made more efficacious, the Transvaal Government is ready to make a proposal to the Volksraad with this object. It is also disposed to furnish all the information and enlightenment possi-

ble, but is of opinion that the result of such an inquiry, so far as regards a useful appreciation of the law, will be of little value. Nevertheless, the Government is very desirous of satisfying Great Britain in the matter of the Electoral law and the representation of the mining districts."

Will Await Great Britain's Proposals.

"Considering that, by these proposals Great Britain does not aim at any interference in the affairs of the Transvaal, and that the action would not be regarded as a precedent, but has solely for its object to ascertain whether the Fran-

chise law fulfils its purpose, the Transvaal Government will await the ulterior proposals of Great Britain as to the eventual constitution of such commission, as well as the place and time of meeting."

"The Transvaal Government further proposes at an early date to send a fresh reply to the letter of July 27, and expresses satisfaction that Great Britain has declared a readiness to negotiate on the question of a court of arbitration. It says it would like to learn, however, whether the Free State burghers would be admitted to such a court, and what would be the scope of the court's discussions, it appearing to the Transvaal Government that the restrictions imposed will prevent the attainment of the

objects aimed at. With regard to the ulterior conference the Transvaal awaits the communications of Great Britain."

The Brussels Agent of the Transvaal.

The Brussels agent of the Transvaal claims that, in making its recent proposals, the Transvaal Government has acted on the advice of the British agent in Pretoria, Mr. Conyngham Greene.

Mr. Chamberlain remained at the Foreign Office until shortly before midnight. He declined to make a statement regarding the Transvaal situation.

Cape Town, Sept. 6.—When questioned in the Cape House of Assembly to-day regarding the transit of ammunition through Cape Colony, the Premier, the Hon. W. P. Schreiner, declared that the subject was exhausted, and he must refuse to be annoyed by further questions concerning it.

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EXPERTS, ABOARD A JOURNAL TUG, VISIT SHAMROCK.

Continued From First Page.

built and is destined to defeat Shamrock.

J. FLOYD JOHNSON, marine underwriter—The Shamrock is a very dangerous boat. She must be seen under canvas as well as at anchor before an estimate of her probable capabilities can be made by nautical men.

T. BERGESSE, of the Produce Exchange—The Shamrock struck me as being a remarkably serviceable boat, and in saying this I exercise conservatism. She is a wonderful boat, but I doubt that she can beat Columbia. It is my impression that American ingenuity and enterprise will win out in this race as heretofore.

J. D. TRUSDELL, of the Produce Exchange—The Shamrock impresses me as being a most wonderful boat, but I confess I don't believe that she has a chance. My opinion is based on to-day's inspection of the craft, a view of the Columbia and a knowledge of American skill in the building and handling of American defenders.

JAMES KIMMING, chief officer of the steamship Thomas Turnbull—The Shamrock will most likely win the cup. She was built to take that cup to England, and Sir Thomas usually accomplishes what he sets out to do. I have no desire to lower the value of the Columbia, but I may say that Shamrock will prove sufficiently better to win the cup. Seamanship will win the races, so evenly are the yachts matched. I was agreeably surprised to meet Sir Thomas on the Journal's boat.

CAPTAIN W. H. LEOD, of the Baring, Archibald Steamship Company—After seeing both the Columbia and the Shamrock I am of the conclusion that the race will be a very close one. In my estimation the Columbia's crew had best look to their laurels. It's going to be a hot fight. Sir Thomas is a great fellow. He won us all completely when he boarded the Journal boat and made his speech.

JOHN CURTIN, Sailmaker—I have seen the Shamrock under full

suit of sails, but it was a temporary suit, and I had no guide to go by as to the merits of her racing outfit. I have often told English yachtsmen who came here cup hunting that they had better go home and lace their sails to the boom. The Shamrock's sails are laced to the boom, and the sails are made of cotton duck, too. I must say for Mr. Ratsey he took quick advantage of our lacing methods, and he has made a suit of sails fit for the Shamrock.

CAPTAIN A. SMITH, of the Steamship Wakefield—To my mind, the Shamrock is the finest yacht, in point of speed, I have ever seen, and I have seen many. Her lines are those of a racer. The sail area is marvellous.

WILLIAM SIMPLE, Chief Engineer of the Steamship Turnbull—The Shamrock is the finest boat that Great Britain has ever sent here, and the chances of her winning the cup are excellent. I was glad to meet Sir Thomas on the Journal boat. He is a trump, and he may hold cards that can't be beat.

CAPTAIN T. LIDDLE, of Barber & Co., Steamship Agents—The Shamrock is a wonder. I have sailed and seen many a fast yacht, but I have never seen the like of the Shamrock. She will give Columbia a hot race. I was unmeasurably pleased with Sir Thomas when he made his speech on the Journal boat. He is a royal good fellow.

CAPTAIN K. T. MOGLESTUE, of the Steamship Lathrop—From what I have seen of the Shamrock, I am of the belief she will win the cup. She surprises me very much. She is a racer, pure and simple. I am indebted to the Journal for the chance to see both the Shamrock and Sir Thomas. He is a fine man, and I wish him the best of luck.

A. O. TERRY, of Terry & Dickle—The Shamrock is positively a

winning boat. She was built to win, and I look for her success. I was glad to meet Sir Thomas Lipton to-day on the Journal boat. I was impressed very much with the sentence in his speech, "If you want to see the cup, you had better look at it quick."

EDWARD C. RICE—I was greatly pleased to meet Sir Thomas on the Journal tug. All I can say about the Shamrock is that if she wins all the boats in the harbor will be painted green.

TEN R. CURTIS—Sir Thomas, in the vernacular of the Westerner, is a brick, and I dare say that every one who has met him will agree with me. The Shamrock is a green beetle on the water, but we had better look out for her.

WILLIAM D. S. HYER, Sailmaker for forty years in New York—I saw the Valkyrie and the other cup challengers for which Ratsey made sails. With the suit of sails he has made for Shamrock I do not expect that they will drive her to victory, but she will come mighty near it.

CAPTAIN JOHN BREAKS, of the Steamship Queen Christina—Sir Thomas did the proper thing in coming aboard the Journal boat. He is a thorough Britisher and a gentleman. The Shamrock is a racing machine of the highest order. Her lines are perfect and her boom is a terror.

ARTHUR S. GOULD, yacht owner—Being an American, my sympathies are with the Columbia, but after seeing the Shamrock to-day I must confess she will prove a hard one to beat. But I still stick to my colors. As for Sir Thomas, I was greatly pleased to shake hands with him.

CAPTAIN THOMAS YOUNG, of the British steamship Devon—I feel that the Shamrock has as good a chance as the other boat. I was glad to meet Sir Thomas to-day. Even if Lipton wins, the event will serve to bring about only a friendly rivalry. He has shown pluck and ingenuity.

COLUMBIA UNDERGOES CHANGES AT BRISTOL.

Bristol, R. I., Sept. 6.—Fresh from her three easy victories over Defender and in excellent racing trim, the new cup defender Columbia came up to Bristol to-day from Newport for the purpose of having some steel bulkheads put back in their places. They were removed the last time Columbia was here in order to lighten her.

Now it is decided to make her even stiffer, and the bulkheads are to be replaced forward and aft. It will take about twenty-four hours to do the job.

Just as soon as the yacht arrived work was begun on her. The new mainsail that was used for the first time yesterday, and so was well unbenet and taken ashore and placed in the sail loft, where it will be kept until the races with the Shamrock next month.

It was stated this afternoon that the Columbia and her tender, St. Michael's, would leave Bristol to-morrow and prepare for the race. It was also stated that there was a change in plans and it was decided that the boats would not leave for a couple of days, in order that the heavy

mainsail used in Monday's race might be certified.

During the forenoon seamen were aloft, varnishing some of the spars. Mr. Iselin came up from Newport on board the St. Michael's, but was reticent regarding his plans.

The St. Michael's went alongside the north wharf and landed a mainsail and a number of head sails to have them re-cut. They had stretched considerably in the trials of Newport. The St. Michael's was coaling up this afternoon, in readiness for the trip to New Rochelle.

Hathaway has kept close tabs on all the sails during the past ten days, and some of them were found to be perfect in every respect. It is believed some changes will be made in Columbia's bowsprit, and the St. Michael's will carry to New York the new suit of racing sails which will be used in the international cup contests.

BETS IN NEWPORT AT AT 5 TO 4 ON COLUMBIA.

Newport, Sept. 6.—Yachtsmen and others were chilled to learn to-night of the slump of the odds bet against the Shamrock in London and New York yesterday.

Bets to-night were made 5 to 4 in favor of Columbia, and one bet, even, to the tune of \$500, was made, and gladly accepted by both parties.

To Cure La Grippe in Two Days take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

A Member of the Raad Quoted in London as Saying: "The Boers Require Only Half a Day's Notice to Fight."

Chamberlain Remains in His Office and Absent Cabinet Ministers Hasten Back to Their Posts.

Predicted That a Cabinet Meeting Will Result in an Ultimatum Followed by a Back-down on Part of Boers.

London, Sept. 6.—Mr. Joseph Chamberlain, Secretary of State for the Colonies, remains at the Colonial Office, and the other Cabinet Ministers are either here or on their way to this city.

General opinion tends to the belief that the Cabinet Council will result in an ultimatum, followed by an immediate back-down on the part of the Boers or the commencement of hostilities by Great Britain. This feeling, however, is founded on the trend of the recent negotiations, and it is often forgotten that in these Mr. Chamberlain had practically a free hand and was not hindered by the cautious conservatism which undoubtedly will characterize the deliberations of the full Cabinet Council.

The Pall Mall Gazette to-day says: "It is feared that during the past twenty-four hours the probability of war has become appreciably greater."

The paper, however, prints no news, except that received yesterday, to justify this assertion.

Advices from various sources indicate that the acute tension in all parts of South Africa continues. But, unless the Boers take the initiative, which at present is improbable, it is pretty certain that the issue of peace or war lies solely in the result of Friday's Cabinet Council; hence public attention is centred more upon the signs of the times as exhibited at the various stations of the Boers than in South Africa itself, though news from there is eagerly awaited, chiefly owing to the unenviable feeling that the Boers might end the diplomatic tangle by ridding Natal.

It is reported this afternoon that Mr. Chamberlain has sent a reply through Sir Alfred Milner, Governor of Cape Colony and British High Commissioner of South Africa, to the Transvaal Government's latest proposition. The latter is generally understood to be a withdrawal of the former concessions and a tentative agreement for a further conference.

It seems improbable that Mr. Chamberlain has done this, as he would probably have awaited the Cabinet's decision before taking such action, and even if he has it is hardly likely that his reply would bring matters to a head except by irritating the Boers into aggressive action.

The second edition of the Times, issued this morning, publishes a dispatch from Newcastle, Natal, which says that during yesterday's debate in the Raad regarding the proximity of British troops to Transvaal territory, Herr Delarey, a member of the Raad, said: "The Boers require only half a day's notice to fight."

Cape Town, Sept. 6.—Lieutenant-General Sir Frederick Walker, who relieves General Sir Buller, as Commander of the British troops in South Africa, arrived here to-day. He was met by cheering thousands and given a splendid reception.

BERLIN BELIEVES WAR TO BE INEVITABLE.

(Copyright, 1899, by the New York Journal and Advertiser.)

Berlin, Sept. 6.—In political circles here a war between Great Britain and the Transvaal is regarded as inevitable.

Private dispatches received here from Pretoria late this afternoon leave no doubt that the most influential and representative Boers are anxious for a clash of arms with the English.

Durban, Natal, Sept. 6.—A number of natives are applying to the authorities for licenses to carry assegais.

A relief committee has been formed here for the purpose of caring for refugees from the Transvaal.

400 Men Will Learn Something

to their advantage by calling at our 13th St. Store this morning.

They will also learn how we sell old goods and make new customers.

We bid goodbye to 400 medium and heavy weight business suits to-day at

\$12.00,

(former prices—and net value—\$20, \$22, \$25 & \$25).

Be prompt.

Hackett, Cahoon & Co.

Three BROADWAY Stores. Cor. 13th St. Near Chambers.

Dr. Lyon's PERFECT

Tooth Powder

Used by people of refinement for over a quarter of a century.

LIPTON'S WORDS TO THE JOURNAL'S COMMISSION.

Incidents of the Visit of Nautical Men to the Shamrock and Erin.

SIR THOMAS LIPTON is nothing if not witty. Aboard the Journal tug Robert Haddon yesterday, while addressing a Journal committee of nautical men, Sir Thomas was thus interrupted by an enthusiastic member of the Journal commission, who shouted:

"We hope the best boat wins."

"Thank you, gentlemen," said Sir Thomas, doffing his cap and bowing gracefully.

When the Journal tug saluted the Erin and the Shamrock lying close at anchor in the harbor, the Erin's whistle returned three blasts of salutation.

Sir Thomas appeared at the Erin's gangway. He raised his cap. Aboard the Journal boat were commanders of transatlantic steamships, owners of yachts, men versed

in nautical lore and writers of things maritime. They waved their hats and shouted like schoolboys. Three times three cheers were given for Shamrock's owner. He responded by again waving his cap.

Then a Journal representative invited Sir Thomas aboard the tug, and he accepted graciously. He shook hands with everybody, and there was warmth in his grasp.

Sir Thomas's Address.

Then Sir Thomas was called on for a speech. He was escorted beneath the awning on the after deck of the Journal boat, where, but in hand, he said:

"Gentlemen, you do not know how thoroughly I appreciate this expression of your kindness. I know you are all interested in the Shamrock and would like to be informed as to what we expect to do. Well, I can say that our object is to lift that cup, and if we can do it then our mission is fulfilled."

"But I thoroughly appreciate what America can do and what she has done. I knew it would be a waste of time and money to come here and try to win unless we could get the best that Great Britain could produce in a yacht. I believe that in the Shamrock we have the best, and if she doesn't win, then it is because you have a better boat."

Confidence in His Crew.

"Apart from the yacht itself, we have got together the best in the shape of crew and skippers as the other side can produce. For these reasons we have occasion to believe that we can win. I feel that we have a good chance to wrest the laurels from you. The Shamrock is a remarkably fast boat,

and if beaten it will be on her merits, just as other challengers for the cup have been beaten."

"There is one thing I have been trying to find out," said Sir Thomas, with a merry twinkle in his eye, "and that is where is that cup kept. I can't find it. I haven't even seen it."

"The cup is yours for certain," said one of the delegation.

"Well," replied Sir Thomas, "you had better look well at it now, for you will not have a chance to see it at all soon."

"I have been so well received by Americans that you have done everything but hand over the cup to me."

"Whatever the result," continued Sir Thomas, "we will all be happy."

Then Shamrock's owner, bowing and smiling, stepped into his steam launch and returned to the Erin amid a volley of cheers.

Day Aboard the Erin.

Sir Thomas spent most of the day on board the Erin.

"I'm too busy to go anywhere," he said, "the visiting will have to wait until after the race, though the invitations and other courtesies I have received are very tempting. I will remain in America three weeks or a month after the race, and then I will have a chance to see my friends."

SHAMROCK now rides at her own anchorage near the Government dock at Sandy Hook. The Government has put down a bright green buoy, lettered "S," as notice to the world that Shamrock is at

home there.

The boat did not go out yesterday as had been planned. The crew was changing quarters from the tender to the larger and more comfortable steamer Plymouth, which had been brought from Boston for the purpose. This steamer used to run from Boston to Plymouth. She is 105 feet long and has been fitted up especially for Shamrock's crew.

"My crew," said Sir Thomas Lipton yesterday, is the pick of all England. They are entitled to comfort. Of course, they would do their duty in any event, but even cannot do their best unless they are in perfect health, and it's my business to see that they sleep well and eat well, and are themselves. Some people think they are bunk kept prisoners. That is silly, of course; they have their shore leave and there is not one of them who is not as much interested in the race as I am. If any crew in the world can life the cup, I believe this is the one. I know the crew we go against will be a wonderful body of men, but I cannot believe they equal our boys. We have so many to choose from, you know."

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